



A PLAN

FOR THE

CITY OF VACAVILLE

CITY PLANNING COMMISSION
CITY OF VACAVILLE

1946

H H JAQUETH
PLANNING CONSULTANT

VACAVILLE CITY PLANNING COMMISSION

Vacaville, California

June 17, 1946

Mr. C. M. Hartley, Mayor,
City of Vacaville,
Vacaville, California.

Dear Mayor Hartley:

We are pleased to hand you herewith a comprehensive plan for the improvement of Vacaville. This plan consists of a study of the needs for improvement of the streets of Vacaville, suggestions for the rehabilitation of certain parts of Main Street, the outline of a Subdivision Ordinance, suggestions for a city park, drawings for a proposed combination city hall and fire station, and suggestions for changes in the Zoning Ordinance. If the plan meets with the approval of the City Council and the citizens of Vacaville, we suggest that all future building and street improvement be made in accordance with the plan. We also suggest that the City take immediate steps to begin to accumulate funds with which to build a city hall, community center and park when the site suggested is released by the Federal Government.

It would be practical to take immediate steps to provide parking in the area between Bernard Street and Ulatis Creek, as shown on the Vacaville Park Plan.

We have shown on the Major Street Plan suggested opening and widening of streets which will open up additional areas for subdivision. It is our suggestion that any individuals who approach the City for assistance in a proposed subdivision be required to develop their subdivision along approximately the lines shown on this Major Street Plan so far as streets, location and widths are concerned.

The Planning Commission feels that the extension of Main Street to the new highway, in accordance with the plan shown would materially benefit the merchants of Vacaville, since it would facilitate access to the shopping district of the town and also eliminate the narrow and winding street by which traffic coming from the east must at present enter the City.

Yours very truly,



J. H. Hume, Chairman.

I N D E X

Letter of Transmittal

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F O R E W A R D

The small city of today is a challenge of opportunity and of responsibility. Because of its possibilities for growth and because of its comparative fluidity, the small city is in a unique position to benefit from planning.

Two primary problems confront every community: The improvement of present day conditions and the anticipation of future needs. Growth of the city usually produces the impetus for interest in planning. Growth itself produces little reason for planning but the results of growth attract attention to unplanned features of the community. Oftentimes, it swells the increase in revenue. Growth is a responsibility to be met by far-sighted planning, and produces changes. The community is always in a process of change.

Communities are rapidly learning that each has its own individuality which frequently is its chief asset. A small city of individual character attracts its share of good new growth not because of its metropolitan likeness but because of its advantages as a small city.

The City Plan should be the center of reference by City Officials and others concerned with development of the community. Its contents contain subjects which will act as the basis or foundation upon which the community is built. City Councilmen, Boards of Supervisors, Engineers, Building Inspectors, Assessors and other City Officials find reference to the Plan of the community of distinct advantage in their day to day work. Those interested in real estate sales and subdivisions find that the plan assists them in their

harmonious development of new areas for reference in every day's sales and City, County and State Officials acting for their respective agencies have a frequent and beneficial use for the plan and as time passes on, the permanence of the plan and its advantages and value continue to mount.

Parts of the Master Plan which are to serve as a guide for future detailed development, such as the Major Street Plan, Subdivision Rules and Regulations and Park Plan shall upon adoption become Official Plans for the future development.

MAJOR STREET PLAN

The street system is the most important element of the City plan. It is the foundation upon which the city itself is developed. The shape and size of building lots are largely governed by the street arrangement. The street system directly influences the character and efficiency of both business and residence neighborhoods. Evidence of these basic street development principles is clearly exemplified by the type of structural development and lot inefficiency along Merchant Street.

Streets perform a variety of services other than carrying vehicular and pedestrian traffic. They provide space for the city's drainage system, carry the necessary sewer mains, water mains, gas pipes, electric and telephone wires and other utilities.

Streets in a well-designed community are planned in relation to surrounding areas, for convenience within the area, with reasonable grades, with proper widths for circulation of traffic, for safety of traffic and pedestrians, and for economy in construction cost.

The gridiron plan is generally costly and results in a community of monotonous appearance. Rectilinear planning, especially on level ground, can through proper design, frequently result in a community of good appearance and with cost advantages. On sloping ground the curved street layout which conforms to differences in ground levels is superior to a rectangular street system because it reduces grading costs, avoids steep grades, permits better use of the land, and is better adapted to an economical installation of the sewage system.

Existing Street System

As compared with
other cities
Vacaville is
fortunate in that

it possesses wider streets than generally prevail. Streets of principle importance are 50 feet or more in width. Only a few streets, which now provide access to parts of the city of minor importance, are less than 50 feet in width. Pedestrian and vehicular traffic demands direct routes and as population increases and new areas are developed inadequate streets create serious difficulties.

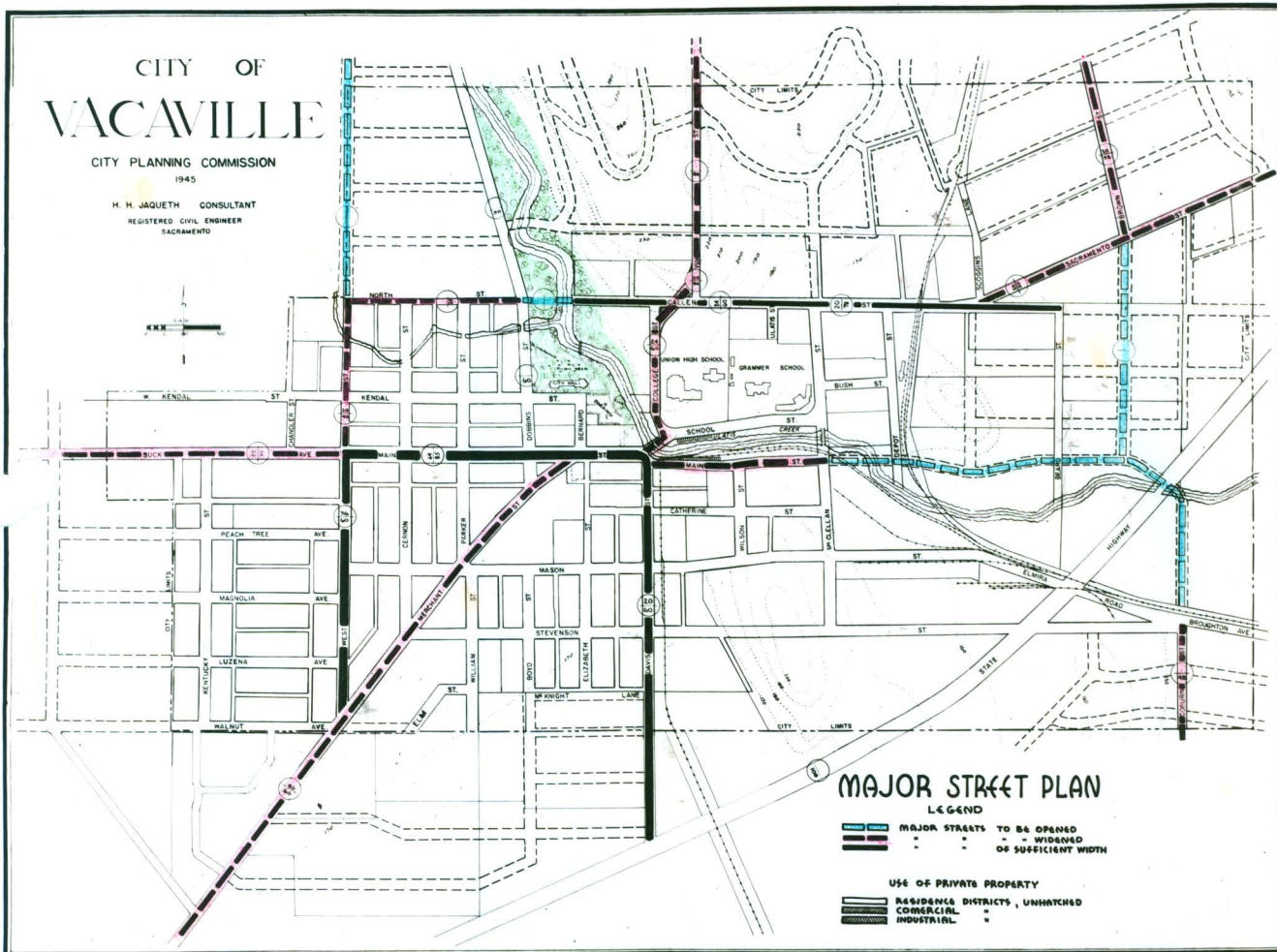
At the time Vacaville's present street system was devised no city control existed over the arrangement and design of the original layout. As a result Main Street is 85 feet in width from Davis to West Streets, extending westward out Buck Avenue 60 feet in width and east of Davis Street it has a width of 50 feet to McClellan as East Main Street and Main Street itself (along the north side of Ulatis Creek) from College to McClellan is 60 feet in width. Merchant Street, 60 feet in width, provides a means of access to the central business district from the southwest and carries a large volume of traffic. Much of this traffic is traffic desiring to pass through the city from the southwest to the northeast. This traffic, after leaving the central business district, must pass across a narrow bridge along a more or less tortuous route to reach destinations to the east or north.

These conditions are cited in order that somewhat of an understanding might be had as to the purposes of the Major Street Plan, i.e., to provide an adequate means of circulation for traffic and an economic design for land use.

CITY OF VACAVILLE

CITY PLANNING COMMISSION
1945

H. H. JAUETH CONSULTANT
REGISTERED CIVIL ENGINEER
SACRAMENTO



Proposed Major Streets

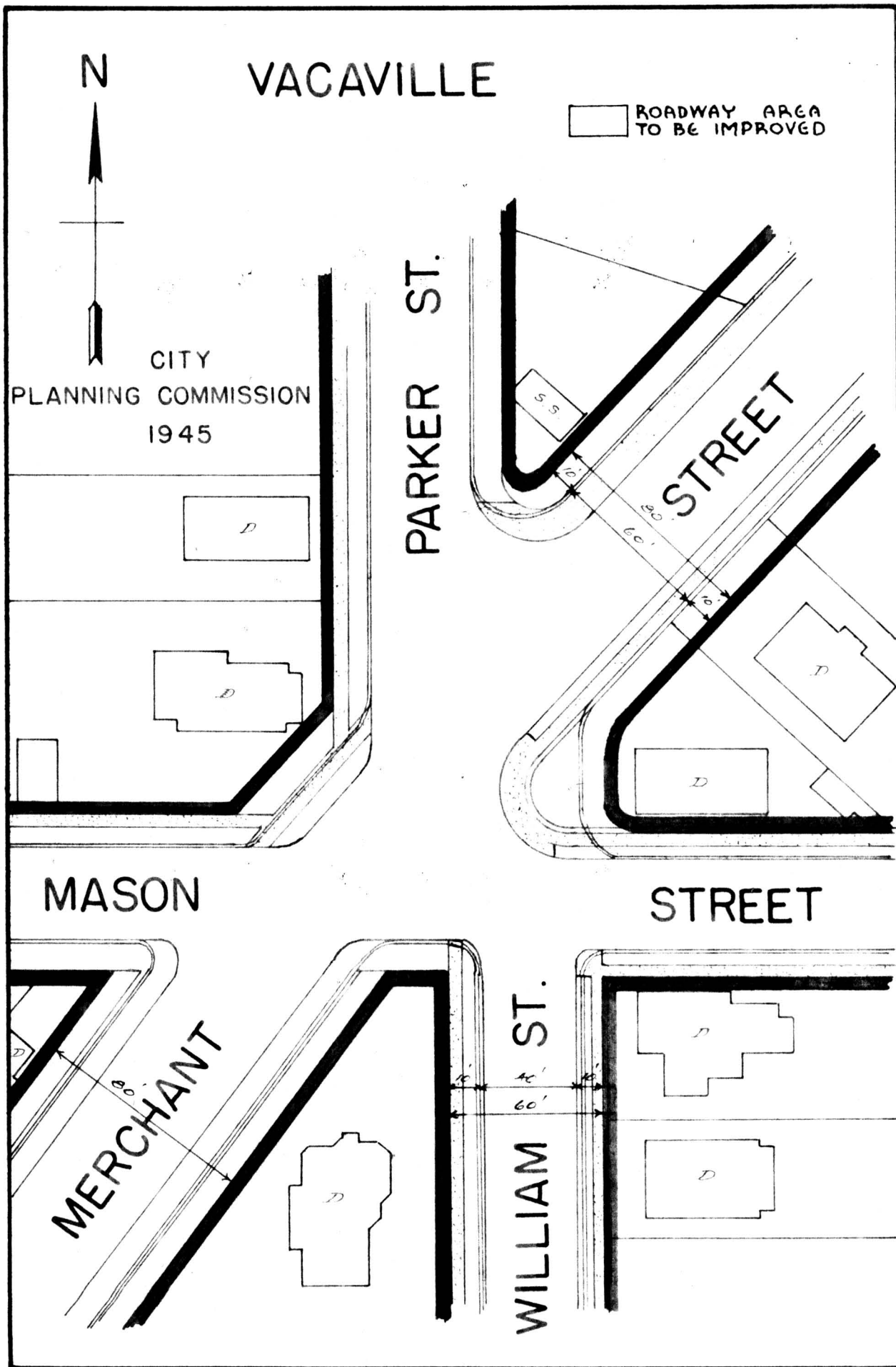
Following is a list
of the streets which
because of their
geographic location and physical arrangement are suitable for use as major
streets:

<u>Street Name</u>	<u>Existing Widths</u>		<u>Proposed Widths</u>	
	<u>Street</u>	<u>Roadway</u>	<u>Street</u>	<u>Roadway</u>
Merchant Street				
City Limits to Main	60	40	80	60
Sacramento Street				
City Limits to Callen	56	20	60	40
North Street				
West Street to Dobbins	25	-	60	40
Dobbins to Callen	To be opened		60	40
Callen Street				
Ulatis Creek to College	58	24	60	40
College to McClellan	60	24	60	40
McClellan to Depot-Scoggin	78	24	60	40
Depot-Scoggin to Scoggin Lane	40	20	60	40
Scoggin to Beard	55	-	60	40
Beard to City Limit	To be opened		60	40
Buck Avenue				
City Limit to West St.	60	37	80	60
Main Street				
West to Davis	85	64	85	64
Davis to McClellan	50	30	60	50
McClellan to State Highway	To be opened		60	40

	<u>Existing Widths</u> <u>Street Roadway</u>		<u>Proposed Widths</u> <u>Street Roadway</u>	
West Street				
Merchant to Main	60	36	60	40
Main to North	40	24	60	40
North to City Limit	To be opened		60	40
Davis Street				
City Limit to Mason	60	24	60	40
Mason to Main	58	38	60	40
College Street				
Main to School (Bridge)	32	27	70	50
School to Callen	60	24	60	40
Vine Street				
Callen to City Limit	40	24	60	40
Brown Street				
Ulatia Creek to Sacramento St.	To be opened		60	40
Sacramento to City Limit	58	20	60	40
Coburn Street				
City Limit to Broughton	46	-	60	40
Broughton to State Highway	To be opened		60	40

Constant reference to the Major Street Plan by the Planning Commission and City Council must be made in order to secure and obtain a well balanced major street system. As subdivisions are filed major streets should be obtained in accordance with the plan. As the City has funds available, street corrections such as indicated at Main and Davis, by construction of a wider bridge across Ulatia Creek should be secured.

A continuous "watch-dog" effort and accomplishment of the plan piece by piece will ultimately produce a completed major street plan.



Street and Off-Street Parking

The parking of
motor vehicles
is one of the

most difficult problems for municipalities to solve. During business hours central business district curb space is needed for use of shoppers and business purposes. Consequently a high turn-over of parking space is required. No curb parking duration check was made in the Central Business District but from experience in similar cities, and under normal conditions, the following relationship between the number of vehicles desiring to use curb space for different periods of time can be applied:

<u>Parking Period</u>	<u>Percent of Parked Vehicles</u>
20 minutes	44
20-40 minutes	18
40-60 "	12
60-80 "	8
80-100 "	6
2 hrs. or more	8
4 hrs. or more	4

On Main Street from Davis to Parker Streets 99 vehicles may be parked in existing parking spaces. As vehicular traffic increases, enforcement of traffic regulations become more and more difficult and the desire increases for customers to trade elsewhere. Consequently decentralization of the central business district is encouraged and business moves to outlying centers.

The development of Ulatis Park at Kendall and Bernard Streets offers an opportunity for parking development which should be taken advantage of. The space east of Bernard Street and behind the store buildings

11.

facing Main Street lying between the bridge and Bernard Streets is ideally situated for off-street parking purposes. Entrance to the area can be obtained either from Bernard Street or from Main Street by means of installing a driveway across the vacant lot now existing at about the middle of the block. This off-street parking area, when developed, will accommodate more than 100 vehicles at one time. Reference to the Major Street Map will indicate that it is possible to develop most of this parking area at the present time, leaving its final development to the time when the housing units are removed and the area is developed as a Park.

In addition to providing parking space within the proposed Ulati Creek Park the possibility of developing parking space along the south side of Ulati Creek east of Davis Street should not be overlooked. This part of Main Street is sufficiently wide and the bank of the creek is such that as fill material becomes available, the street could easily be widened to provide right angle parking, thus providing space for 30 vehicles.

Rehabilitation of
Main Street

As a result of
a concerted and
active interest
upon the part

of business men, Chambers of Commerce and citizens, many cities are examining the physical appearance and economic condition of their Central Business Districts. Business interests are finding that it is good business for them to dress up their places of business, both inside and out, and that it is paying dividends even greater than are received from other forms of advertising. This interest has expressed itself in the forms of "face lifting" programs, some of which have been carried forward during the past few months even though it has been necessary to overcome the hardships of material and labor shortages.

The accompanying sketch indicates an architect's idea of how Main Street might appear after going through such a face lifting program. As an example, the Mayor of one small city in the south portion of the State developed an idea for his city and actually accomplished the alterations during the period of the war; and through his energy and program four business blocks (two on each side of their Main Street) were completely rehabilitated. Reports indicate that the venture is more than paying for itself by creating increased sales, increased rentals, increased values of property, not to mention the increased pride the merchants and citizens have acquired in this portion of their city.

A successful method now being used to accomplish this type of community endeavor is worthy of discussion. In the neighboring city of Sacramento an improvement association has been created within which

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CITY PLANNING COMMISSION
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— 1946 —



BERNARD STREET
CONTRIBUTION
1946

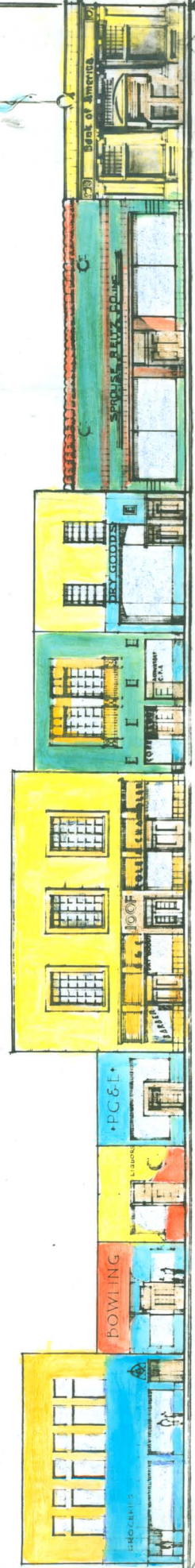
NORTH SIDE - MAIN ST.

DOBINS ST



STREET
BERNARD

NORTH SIDE - MAIN ST.



DAVIS ST

SOUTH SIDE - MAIN ST.

PROPOSED MAIN STREET IMPROVEMENT
VACAVILLE - CALIF

HARRY J. DEVIRE - ARCHITECT
SACRAMENTO CALIFORNIA

owners of property agree among themselves to perform at least certain amounts of improvements to their properties. The improvements are based upon a minimum expenditure to be made for each front foot of property. In Sacramento estimates of altering various types of buildings were made and an amount of at least \$10 for each front foot was agreed upon. In order that benefits to those entering into agreements might be assured, the agreement was prepared in such a manner that it would be binding only when two-thirds of the owners within blocks facing each other had signed the agreement. A copy of the agreement used in Sacramento is included at the end of this subdivision.

The prevention of blighted area (especially in business districts) is of great importance to a city. Deterioration of business properties not only causes loss of income to merchants and property owners but also to the city through lack of income from taxes. Deteriorated, blighted districts not only require extra expense and cost upon the part of merchants to provide new property and quarters but add directly to taxes which are required to maintain utilities and other city services for the old run-down areas.

Consequently, it is good business for Central Business Districts to maintain themselves in their natural, established positions, especially when situated as they are in Vacaville in an appropriate economic location with reference to residential trade areas.

Form of agreement used in Sacramento, California.

JAY STREET IMPROVEMENT ASSOCIATION MEMBERSHIP AGREEMENT

The undersigned, a member of the JAY STREET IMPROVEMENT ASSOCIATION, agrees to expend the sum of not less than Five Hundred Dollars (\$500.00) for each ten (10) front feet of this real property owned by him within the district comprised within the purposes of the Association, as set forth opposite his name, in improving the appearance of the exterior front of the building located thereon to the end that the entire district may be modernized for the mutual advantage and benefit of the property owners therein.

The work of improvement shall be commenced within one (1) year after government regulations permit the purchase of materials therefor and shall be diligently prosecuted to completion after commencement, due regard being had to acts of God, general strikes and lockouts.

This agreement shall be binding upon the undersigned when members of Jay Street Improvement Club owning real properties having frontages totaling 850 front feet have signed this agreement or counterparts thereof, and the execution by each member is made in consideration of the further execution hereof by a sufficient number of the remainder of the members to constitute an agreement binding upon all signers.

Any signer is released from obligation hereunder if (1) the property owned by him and included in this agreement is sold prior to the time government regulations permit the purchase of materials as above set forth, or (2) he elects within one (1) year after government regulations permit the purchase of materials, as above set forth, to build a new structure in lieu of modernizing and serves a notice on the Association of such election, in which event the erection of the new building must be commenced within two (2) years after the giving of the notice.

WITNESS my signature this _____ day of _____, 1945.

<u>Name of Member</u>	<u>Street Number and Property Owned</u>	<u>Number of Feet</u>
_____	_____	_____
_____	_____	_____

Subdivision Control

Approximately one-
third the area
within the city

limits is un-subdivided into lots and blocks. The State "Subdivision Map Act" provides that the city may establish rules and regulations by ordinance to control the subdivision of land.

Upon the adoption of such regulations the city may also obtain a measure of control over subdivisions outside the city limits. The area outside the city over which the city desires control must be designated to the County, who upon receiving a subdivision map within such area, are required to forward it to the city for recommendations prior to adoption of the map by the County.

On the following pages is a form of an ordinance recommended by the Planning Commission to be adopted by the City Council. When adopted, the ordinance will provide needed control over the arrangement of streets, lots and blocks in future land developments.

ORDNANCE NO. _____

AN ORDNANCE PROVIDING REGULATIONS FOR THE SUBDIVISION OF LAND IN THE CITY OF VACAVILLE, CALIFORNIA.

WHEREAS: Provisions of the State of California "Subdivision Map Act" establishes provisions and procedures for the subdivision of land and in order to promote the:

- (1) Public health, safety and general welfare,
- (2) Orderly growth and development of the City of Vacaville,
- (3) Conservation, stabilization and protection of the value of property,
- (4) Adequate provision for necessary utilities and conveniences,

the City Councell of the City of Vacaville, California, does ordain as follows:

SECTION I. AUTHORITY.

Pursuant to the State of California "Subdivision Map Act", herein called the Subdivision Map Act, the provisions of this ordinance are supplemental to those of said Act and shall apply to all subdivisions hereafter made, of land within the incorporated territory of the City of Vacaville; and all terms used herein which are defined in the "Subdivision Map Act" shall have the same meaning as ascribed thereto in the Act, and as the Act may hereafter be amended. The City Planning Commission of the City of Vacaville is hereby designated as the "Advisory Agency" referred to in the "Subdivision Map Act" and is charged with the duty of making investigations and reports on the design and improvement of proposed subdivisions; and is hereby authorized to approve, conditionally approve or disapprove tentative maps of subdivisions prepared and filed according to this ordinance, and the "Subdivision Map Act", to recommend the kinds, nature and extent of the improvements required to be installed in subdivisions, and to report direct to the subdivider the action taken on tentative maps.

SECTION 2. STANDARDS OF DESIGN.

The following shall be the standards of design except in those cases where the

City Planning Commission determines that the size or shape of the land to be subdivided, topographic conditions or proposed land use make compliance therewith impractical.

SECTION 3. GENERAL REQUIREMENTS AND MINIMUM STANDARDS OF DESIGN.

1. Streets

- a. All streets shall be considered in relation to existing and planned streets and shall be arranged to conform with any Master Plan of the city hereafter adopted. In general, wherever possible, streets shall be planned to conform to the surrounding topographical conditions.
- b. Where the Master Plan or official records of the municipality do not indicate the size, location, direction and extent of a street, the arrangement of streets in a subdivision shall
 - (1) Provide for the continuation of the principal streets existing in the adjoining subdivisions, or of the proper projection of existing principal streets when adjoining property is not subdivided; in either case the streets being of a width at least as great as that of such existing streets, or
 - (2) Conform to a plan for a neighborhood drawn up and adopted by the Planning Commission to meet a particular situation where topographical conditions make continuance or conformance to existing streets impractical, in such case, and in such case only, the subdivider may provide in the plat for a pattern of streets different from that of the existing street pattern.
- c. Where the plat submitted covers only a part of the subdivider's tract, a sketch of the prospective future street system of the

unsubmitted part shall be furnished, and the street system of the part submitted shall be considered in the light of adjustments and connections with the street system of the part not submitted.

- d. Where the tract is subdivided into lots of an acre or more, the Planning Commission may require such an arrangement of lots and streets as will permit a later resubdivision in conformity with the street requirements specified herein, and in order that the later subdivision may conform to the ultimate location of streets and extension of adjacent streets as shown in the comprehensive plan.
- e. The apportioning of the street between roadway, sidewalks, and possible grass strips shall be in accordance with standards as promulgated by the Planning Commission. In any case the minimum width for thorofares shall be as shown on any Master Plan of the city hereafter adopted, and when not indicated on such Master Plan shall be not less than 80 feet for major streets and thorofares, 60 feet for principal streets, and 50 feet for local service streets except that where the Planning Commission deems it undesirable that the width be as specified it may modify said requirements. These widths shall be measured from lot line to lot line.
- f. The maximum grade of major streets shall be 6 per cent, except where necessary to adjust to topographical conditions.
- g. Dead-end streets will not be approved when a through street is practicable. Streets which are designed to have one end permanently closed (cul-de-sacs) shall be provided at the closed end with a turn-around roadway having a minimum outside radius of

at least 60 feet. Such dead-end streets shall not be in excess of 900 feet in length.

- h. As far as practicable, acute angles at street intersections are to be avoided. Where a deflection angle of more than twenty degrees in a street line occurs at any point between two intersecting streets, a curve of reasonably long radius is to be introduced.
- i. Sufficient land must be dedicated in each plat to provide for approaches to grade separations where a railroad right-of-way traverses the land to be platted.
- j. No street names may be used which will duplicate, or be confused with, the names of existing streets.
- k. There shall be no private streets. Every piece of property shall abut upon a public street. There shall be no reserve strips controlling access to streets, except where the control of such strips is definitely placed with the city under conditions approved by the Planning Commission.

2. Alleys

- a. The width of alleys shall not be less than 20 feet. Alleys will not be required in residential districts, except in some cases alleys may be required where in the judgment of the Planning Commission such are needed.
- b. In residential districts where alleys are not provided the Planning Commission may require easements, not exceeding six feet on each side of all rear lot lines and on side lot lines, for poles, wires, conduits, storm and sanitary sewers, gas, water or other utility lines. Easements of the same or greater

width may be required along the lines of or across lots where necessary for the extension of the existing or planned utilities.

- c. Dead-end alleys are prohibited.
- d. Where it is desirable, in the opinion of the Planning Commission alleys with right-angle corners shall have at least five foot cutoff.
- e. If in the opinion of the Planning Commission the most suitable and reasonable locations for sewers, storm drains, water and gas pipes, electric pole lines and conduits, or other utilities likely to be required do not lie wholly within the streets or alleys shown upon the plat, the Planning Commission may require, insofar as reasonable, provision to be made for the location of such utilities on other routes. Such requirements must be effectuated by the dedication of public easements as a part of the plat or by the filing of supplementary instruments which will adequately protect the public interest in the proper location of said utilities.

3. Blocks

- a. Intersecting streets shall be so laid out that blocks between street lines shall be not more than 1320 feet in length, except that where, in the opinion of the Planning Commission, extraordinary conditions justify a departure from this standard, the Planning Commission may require or permit greater distances between street lines.
- b. In blocks which are over 800 feet in length the Planning Commission may require, at or near the middle of the block, a public cross-walk not less than 10 feet in width for pedestrian traffic.
- c. The block width shall be determined by restrictions governing

dimensions and area of lots in conformity with provisions of the Zoning Ordinance. In the absence of such restrictions in the Zoning Ordinance, the Planning Commission shall determine block widths. In general, the width of blocks shall be such as to allow two tiers of lots.

- d. Industrial and commercial blocks shall be platted in such a way as to be suited for the intended occupancy. The Planning Commission shall insist that industrial blocks be large enough to accommodate potential industries, and that commercial areas make adequate provision for future parking and delivery service.

4. Lots

- a. The minimum width for residential lots and the minimum lot area shall be in conformity with the Zoning Ordinance. So far as practicable, in all lots the side lines shall be at right angles to straight street lines or radial to curved street lines. An arrangement placing adjacent lots at right angles to one another shall be avoided wherever possible.
- b. Corner lots shall have such extra width as will permit the establishment of building lines on both streets in conformity with the Zoning Ordinance. Narrow, deep lots shall be avoided wherever possible.
- c. Where alleys are shown, the Planning Commission may limit the depth of lots for the purpose of preventing future alley lots or buildings, or may require the establishment of building lines along the alley adequate for the conversion of such alley into a minor street.
- d. Where property in a subdivision does not come within the provision of front, side, and rear yard regulations of the existing zoning

Ordinance the Planning Commission may require that some such provisions accompany the plat. Front building lines shall be established by the Planning Commission, and shall be plainly designated by the owners on the plat, or by the incorporation of the restrictions in the deeds.

e. Use of lots must be designated.

5. Neighborhood Units

The foregoing regulations concerning minor and local street widths, size of lot, and block lengths and widths, may be modified by the Planning Commission in the case of a subdivision of a tract large enough to be developed as a community in accordance with a well studied plan, properly safeguarded by restrictions which in the judgment of the Planning Commission adequately provide for circulation, light and air needs, and recreational requirements of the maximum anticipated population.

6. Tree Planting

Street trees shall be planted if required by the Planning Commission. Trees shall be of size and species approved by the Planning Commission. Subdividers shall post bond covering the cost of planting these trees and the cost of their maintenance for two years after planting. Planting easements along street frontages may be required by the Planning Commission if necessary.

7. Public Open Spaces

All plats must provide, by dedication, areas for parks, playgrounds, or other open spaces, in certain instances.

Where a small park or other neighborhood open recreational space, which is located in whole or in part in the applicant's subdivision, is shown on any Master Plan of the city hereafter adopted, the Planning Commission may, where it is reasonable to do so, require the dedication or reservation of such open space within the subdivision for park, playground, or other recreational purposes.

In all subdivisions due regard must be shown for all natural features, such as large trees, water course, scenic points, and similar community assets which will add attractiveness and value to the property if preserved.

The dedication of planting and barrier strips and the preservation of the drainage and natural stream channels must be considered by the subdivider wherever feasible.

8. Relation to City Plan

The Planning Commission in studying the plat will take into consideration the requirements of the community or neighborhood and the best use of the land being subdivided. Particular attention will be given to the width, arrangement and location of streets, drainage, lot size and arrangement, as well as any city planning requirements such as parks, school sites, boulevards, and thorofares, etc. The Planning Commission may, where it believes that conditions justify, modify the foregoing standards in order that a subdivision fit the peculiar needs of its environment.

SECTION 4. PRELIMINARY PLAT OR TENTATIVE MAP

The subdivider of land may file with the Planning Commission a preliminary plat, on which the Planning Commission will make suggestions

and recommendations to be incorporated into the final plat. Such preliminary plat will be filed in duplicate. The Secretary of the Planning Commission shall note on his records the date of the receipt of the preliminary plat. After reference of the preliminary plat to the Planning Commission and after discussion with the applicant regarding such changes in the plat as the Planning Commission may deem advisable, the Planning Commission shall pass upon the preliminary plat as submitted or modified, and if approved shall express in writing its tentative approval thereof, and if disapproved shall express in writing its disapproval and its reasons therefor. Approval of the preliminary plat shall not be deemed final acceptance of the plat, but rather an expression of approval of the layout with such modifications as suggested by the Planning Commission.

SECTION 5. REQUISITES FOR PRELIMINARY PLAT

1. Scale

The scale of the preliminary plat is optional but shall not be smaller than 200 feet to the inch, preferably 100 feet to the inch.

2. Information to be shown

- a. The location of the then existing property lines, streets and alleys, buildings, water courses, railroads, utilities, and other similar features, the present zoning classification, and the location of streets as on the Master Plan, if any.
- b. The names, locations, widths, and other dimensions of proposed streets, alleys, easements, parks and other open spaces, reservations, lot lines, building lines, and utilities.
- c. The title under which the proposed subdivision is to be recorded, with the names and addresses of the owner and the technical

author of the plat and a notation stating acreage.

- d. Names of the subdivisions immediately adjacent, and the location and names of adjacent streets and alleys, water and railway features, sewers and public spaces on immediately adjoining properties. Sufficient information that the proposed subdivision may be readily identified.
- e. All parcels of land proposed to be dedicated to public use, and the conditions of such dedication, if any.
- f. Where needed, contours of sufficient interval to show plainly the slope of the land within the subdivision.
- g. Profiles and cross sections showing existing ground surface and proposed street grades, including extensions for a reasonable distance beyond the limits of the proposed subdivision, when requested by the Planning Commission.
- h. Areas subject to inundation.
- i. Proposed tree plantings.
- j. Notation of proposed private deed restrictions.
- k. Date on which plat was submitted.

SECTION 6. FINAL PLAT

1. Form

The final map (in duplicate) shall be clearly and legibly drawn, one copy in black waterproof India Ink upon good tracing cloth, with a print thereof provided for the Planning Commission, the size of each sheet shall be 18 x 26"; a marginal space of 1" shall be left around each sheet, all survey and mathematical information and data necessary to locate the monuments, and other necessary information

to insure closure of the plat must be shown, a minimum scale of 100 feet per inch shall be preferably employed, the scale being large enough to show all details clearly and with enough sheets to accomplish said purpose, each sheet shall be numbered, each lot shall be numbered, each street shall be named, the exterior boundary of the land in the subdivision shall be clearly indicated, there shall be on each plat a plain designation of the cardinal compass points and the correct scale, and the name of the subdivision must be in evidence.

2. Information to be Given

a. The exact layout of the subdivision, including:

- (1) The lines and names, plainly marked, of all proposed streets, of other ways or easements and other open spaces intended to be dedicated for public use or granted for use of inhabitants of the subdivision, and the lines of all adjoining streets.
- (2) The length of all straight lines, deflection angles, and radii, arcs and central angles of all curves along the property lines of each street. All dimensions along the lines of each lot, with true bearings and angles of intersection which they make with each other and also any other data necessary for the location of all building lines and proposed future lines in accordance with any Master Plan hereafter adopted. If more convenient, calculated bearings may be used instead of angles.
- (3) Suitable primary control points, approved by the City Engineer, or descriptions and "ties" to such control points, to which all dimensions, angles, bearings, and similar data given on

the plat shall be referred. All dimensions shall be shown in feet and decimals of a foot.

- (4) The exact location of the monuments.
 - (5) The location of all improvements, present and proposed.
 - (6) Contour lines in frequency according to slope.
 - (7) The names of the adjoining plats, and location of important adjoining features such as improvements, utilities, railway features, and open public spaces.
 - (8) Access to public open spaces, and meander lines.
 - (9) The drainage pattern, including swamp land, low wet land, and natural water channels.
 - (10) Abutting streets and alleys, showing width, names, etc.
- b. Profiles and cross sections of the proposed street grades, including extensions for a reasonable distance beyond the limits of the proposed subdivision and of the existing ground surface, when requested by the Planning Commission.
 - c. When the subdivision is a replat the area which has been vacated (the old plat) shall be shown in dotted lines, and the new plat shall be indicated in solid lines.
 - d. Plans for future platting of areas not divided in the present plat.
 - e. The zoning districts (as shown in the zoning ordinance) and any deed restrictions to be imposed.
 - f. The total area of the plat, and the area in streets, parks, etc.
 - g. Proposed planting strips.
 - h. Date on which plat was submitted.

3. Certificates and acknowledgments

Certificates and acknowledgments required by the Subdivision Maps Act shall appear upon the final map and may be combined where appropriate. Certificates and signatures of parties owning rights of ways, easements or other interests which could ripen into a fee are required to appear upon final maps.

4. Taxes and Assessments

Prior to filing a final map the subdivider shall file certificates and statements required in the Subdivision Map Act relating to taxes and assessments.

5. Final Approval and Recordation

When all the certificates and acknowledgments which appear on the final map (except the approval certificates of the Planning Commission and City Council) have been signed, the final map may be filed for approval.

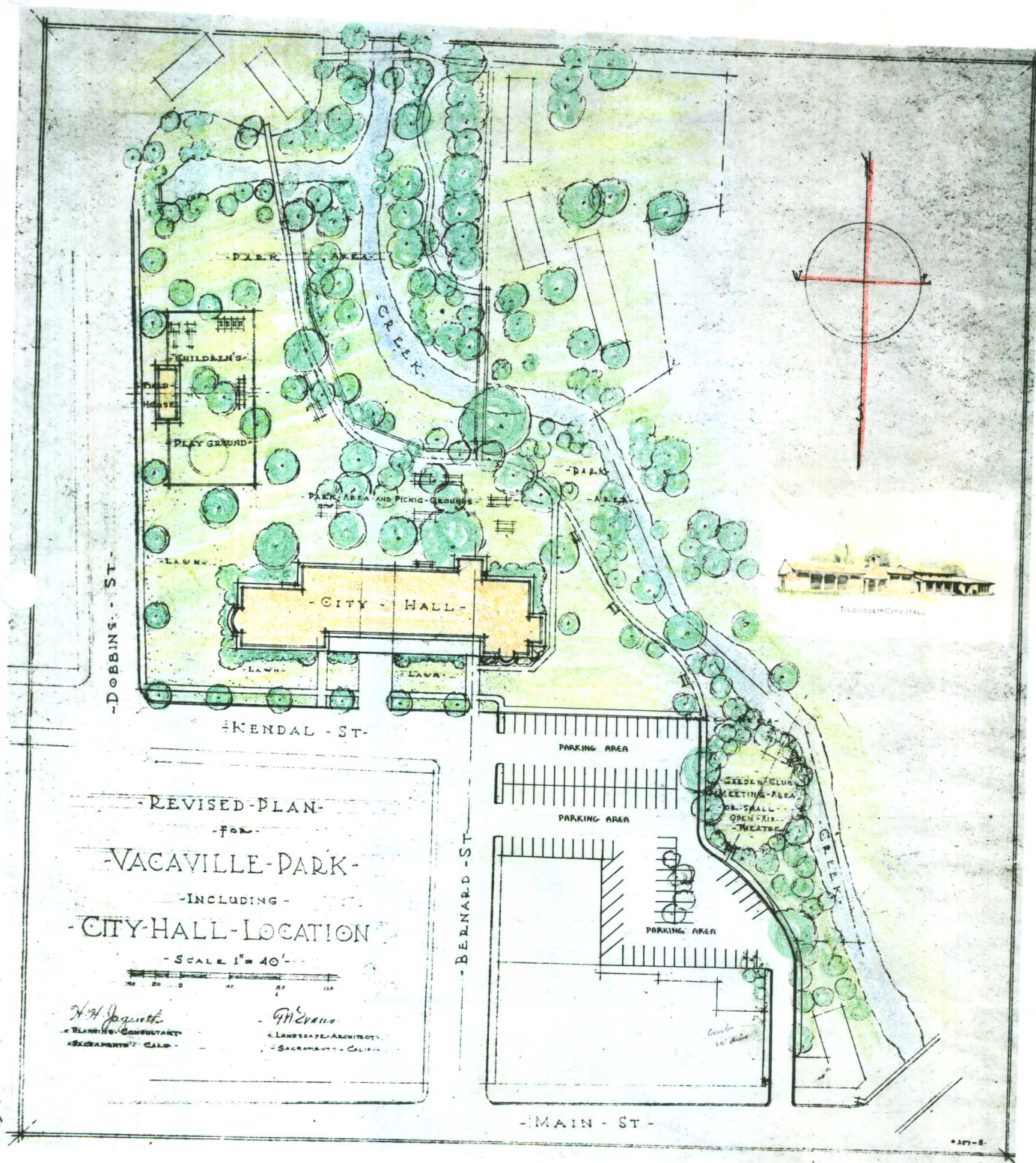
Final approval and recordation shall follow provisions of the "Subdivision Map Act" after recommendation by the Planning Commission to the City Council.

One print of the final map, as recorded, shall be provided to the City Council for its use and the use of the Planning Commission.

SECTION 7. RECORD OF SURVEY MAPS

If the subdivider does not elect to prepare and record a final map, the subdivider shall file, before proceeding with the sale of any part of the subdivision, in the office of the County Recorder, a record of survey map conforming, in respect to design, to the approved tentative map or maps.

A copy of such recorded map shall be filed with the City Council for its use and the use of the Planning Commission and the City Council after report from the Planning Commission may require such street grading and surfacing and drainage provisions as are reasonably necessary for lot access and local neighborhood traffic and drainage needs. Construction of these improvements may be accomplished as provided in the Subdivision Map Act.



P A R K S A N D R E C R E A T I O N

Every small growing city is obligated to provide parks and open spaces. Every community demands a general attractiveness and arrangement of facilities improved and maintained for the benefit of its population and park space must be reserved, if not immediately developed, for future use. Modern development of urban and suburban areas is causing more and more private lands to be withdrawn from public use for outdoor recreation and picnicking use. Community development generates increased land prices and park areas become prohibitive in price. Open space for recreation and park use must be reserved at the earliest opportunity.

Parks are definitely integral parts of the city plan. Park areas must be considered with relation to the area to be served, accessibility, functions, maintenance, probable usefulness and adaptability to administrative procedure.

The well designed and developed park brings to the community the atmosphere of the open country; it provides space and facilities for people of all ages to play and relax; and, by its features contrasts the harshness of buildings and structures with surroundings of trees and open vistas.

Municipal governments are realizing more and more the obligation of providing playgrounds with facilities suitable for use by all, young and old. As the community expands and grows playgrounds can be developed in a small city park and contain a variety of facilities appealing to all of the people of the community.

Ulatis Creek Park

The proposed Ulatis
Creek Park site of-
fers the Community
of Vacaville a public

reservation of peculiar attractiveness. Its size is roughly six acres, consisting of the fairly level ground embraced in the angle of Dobbins and Kendal Streets and the land bordering Ulatis Creek down to a point where it crosses the Main Street bridge.

There are a number of existing trees on the upper or level ground, and, of course, many cottonwoods and other small trees in the Ulatis Creek valley itself.

This whole area is capable of being developed into a beauty spot which will contribute much to Vacaville's charm, and it provides at the same time a worthy site for the proposed new City Hall which would be located at the north end of Bernard Street.

The City Hall would be placed facing Kendal Street, its main entrance approached directly from Bernard Street. A sufficient space (about twenty feet) would be allowed between Kendal Street and the City Hall building to give the structure the appearance of having a worthy setting. Ornamental shrubs and street trees would enhance the facade of the building, while its front end to the east of Bernard Street would look upon an ample parking space accommodating some hundred cars.

On the fairly flat area north of the City Hall and reaching to the Ulatis Creek ravine, there would be a wide public park area or picnic ground, shaded by existing trees and by other trees which would be planted for the increased enjoyment of visitors.

Along the path leading in northward off of Main Street near Ulatis Creek, the visitor would be led past a slightly low level spot which could be used for open air meetings, flower shows or even as a municipal rose garden. The path leading by this open space would continue along the border of the upper level overlooking Ulatis Creek throughout the park's area.

On the ground bordering Dobbins Street, a children's playground is suggested. When equipped with attractive playground apparatus and a field house, little folks could enjoy themselves under supervision while their elders lingered in the park or picnic area.

Provision for the comfort of park visitors could be provided either in connection with the children's field house or elsewhere.

The possibilities that lie in the future development of the Ulatis Creek ravine itself are hard to overestimate. With paths extending high enough up on the slope to avoid winter washout and with trees and shrubs planted along its slopes after judicious clearing is done, a creek valley of unusual attractiveness could be secured, which might well be considered a planned gradual extension of the wider park area with the City Hall on its south edge.

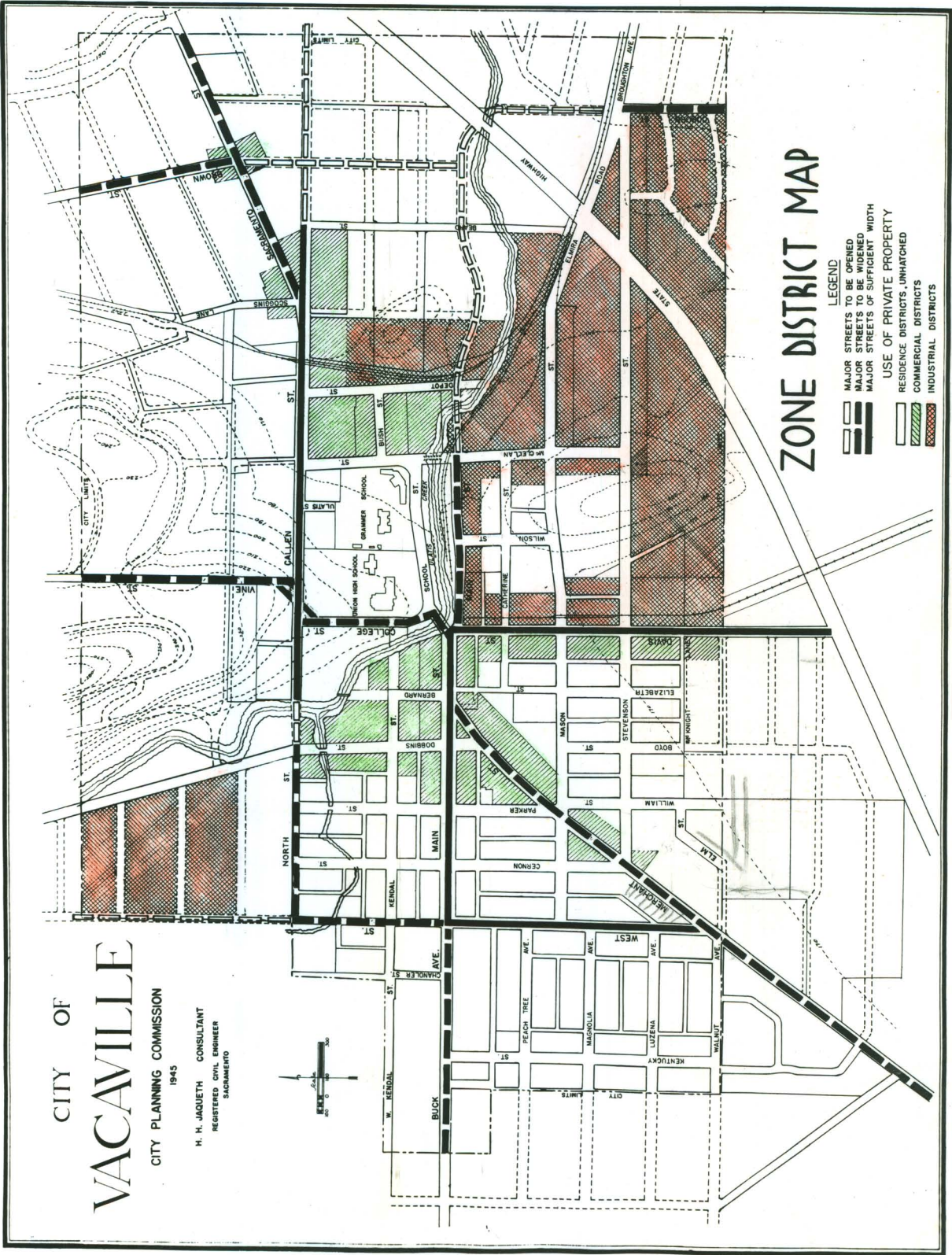
U S E O F P R O P E R T Y
L A N D U S E O R D I N A N C E

In 1939 the City Council adopted a Zoning Ordinance (Ordinance No. 284) regulating the use of property within the City. Due to the growth of the city and changes brought about by the impact of war and development of industry amendments are needed to the ordinance.

Needed amendments are included in this report with references to the various sections as indicated in the proposed amendments.

Changes to the boundaries of the use districts are recommended in conformity with the accompanying Zone District Map. The Planning Commission approved changes to the text of the Ordinance and Zone District Map at its meeting of April 30, 1946 and recommends to the City Council that such amendments be made.

To accomplish such amendments the Planning Commission is required to hold at least two public hearings thereon and thereafter report its findings and recommendations to the City Council. In addition to such public hearings the City Council is required to hold at least one public hearing prior to adopting the amendments.



PROPOSED AMENDMENTS TO ORDINANCE NO. 284

LAND USE ORDINANCE, VACAVILLE, SOLANO COUNTY, CALIFORNIA

ZONING REGULATIONS

Amend title to read as follows: An ordinance regulating and restricting the use of property in the City of Vacaville; providing for utilization of land; providing for the regulation of and limiting the height and bulk of buildings hereafter erected; providing for the regulation of and determination of the area of yards and other open spaces; dividing the City into Districts for said purposes; providing for its enforcement; prescribing penalties for the violation thereof.

Amend Section 5 by adding the following:

SECTION 5A - BUILDING LINES

Building Lines may be established as shown on the Building Lines Maps adopted as a part of this ordinance.

Hereafter Building Lines may be established for any district, such district to be shown upon a proposed Building Line Map and filed in the office of the City Clerk during the period of public hearings, which public hearings shall be held in accordance with provisions of this ordinance for Adjustments. After public hearings by the Planning Commission, report thereon to the City Council and public hearing by the City Council, said proposed Building Line Map may be adopted by the City Council as an amendment to the Building Lines Map herein contained.

Building Line Maps shall show the location of such building lines with reference to present or future street lines. Distances from street lines shall be measured from such street lines either by use of the scale upon the map or as shown by figures upon the map.

Amend Section 5 by adding the following:

SECTION 5B - FUTURE STREET AND RIGHT OF WAY LINES

Future street and right of way lines may be established as shown on any map setting forth boundaries of future street and right of way line districts and adopted as a part of this ordinance in the same manner as is to be followed in establishing Building Lines.

Amend the first paragraph of Section 7 to read as follows:

BOARD OF ADJUSTMENT - The City Planning Commission shall act as a Board of Adjustment. The word "Board" when used in this section shall be construed to mean the Board of Adjustment.

Amend the second paragraph of Section 7 to read as follows:

MEETINGS: All meetings of the Board shall be held at the call of the Chairman (who shall be the Chairman of the City Planning Commission) and at such other times as the Board may determine.

Amend the thirteenth paragraph of Section 7 to read as follows:

To permit a temporary building for commerce or industry in a dwelling or apartment district which is incidental to the residential development, such permit to be issued for a period of not more than one (1) year. The issuance of such permit may be conditioned with such conditions as required by the Board.

Amend the fourteenth paragraph of Section 7 to read as follows:

To permit the extension of a district for not more than fifty (50) feet where the boundary line divides a lot in a single ownership at the time of the passage of this ordinance.

An appeal from the action of the City Planning Commission upon an application for an Adjustment or issuance of a Use Permit, or action of the City Planning Commission, may be taken to the City Council by any person aggrieved. Such

appeal may be informal and must be taken within 30 days following such Planning Commission action; the City Council shall hold a public hearing on the appeal after at least five days notice by mail to the interested parties.. The concurring vote of four-fifths (4/5) of the full membership of the City Council shall be necessary to reverse any order, requirement, decision or determination of the City Planning Commission or Board, or to decide in favor of the appellant in any matter upon which it is required to pass under this ordinance, or to affect any variation in this ordinance. The findings of the City Council shall be final and conclusive, provided, however, that nothing in this ordinance shall be construed to deprive any person of such recourse, however, shall not be taken, and no relief shall be given by the courts, until the procedure prescribed herein or securing relief shall have been exhausted.

Amend Section 8-2.10 to read as follows:

No public hearing need be held thereon unless deemed necessary by the City Planning Commission.

Amend Section 8-2.11 to read as follows:

The findings of the City Planning Commission, except as otherwise specified in this section, need include only that the establishment of the proposed use will not be detrimental to the health, safety, morals, comfort, convenience or welfare of persons residing or working in the neighborhood of such proposed used and will not be detrimental to the public welfare or injurious to property or improvements in said neighborhood.

Amend Section 8-3 to read as follows:

All other provisions of Section 7 including the designation by the City Planning Commission of any conditions upon which the permit may be issued and guarantees that such conditions will be complied with, shall apply to the

granting of a use permit.

Amend Section 11 "Changes and Amendments" to read as follows:

11-1 The City Council, after receipt of report from the City Planning Commission, may from time to time and after public hearings, amend, supplement or change the regulations and districts herein or subsequently established. An amendment, supplement or change may be initiated by petition of property owners or by the City Council.

Revised +

X Amend Section 11-3 to read as follows:

11-3 Before allowing any amendment, supplement or change the City Planning Commission and City Council shall hold public hearings and shall give public notice of such hearings as required by this ordinance before the time of such hearings. If at the time of the hearing thereon by the City Council a protest against such amendment, supplement or change is presented, duly signed and acknowledged by the owners of twenty (20) per cent or more of the frontage of property which will be directly affected by the proposed amendment, supplement or change, or by the owners of twenty (20) per cent of the frontage of property which is immediately adjacent thereto, either in the rear, on the sides or across the street, no such amendment, change or supplement shall be adopted except by a four-fifth (4/5) vote of the full membership of the City Council.

Amend the first paragraph of Section 11-4 to read as follows:

11-4 Upon filing of a request for an adjustment, variance or amendment to these regulations, the City Planning Commission and the City Council, as the case may be, shall set the matter for public hearing and shall direct the Secretary or City Clerk to give notice in the following manner:

Amend Section 13 -- "Rules and Regulation" to read as follows:

The City Council and City Planning Commission, as the case may be, shall in

each of their rules and regulations prescribe the form and scope of all petitions, applications and appeals provided for in this ordinance, together with accompanying data to be furnished so as to assure the fullest practicable case and for a permanent record.

C I V I C C E N T E R
A N D
C I V I C E M B E L L I S H M E N T

Civic Center

One danger that faces
every community is
that in proportion

as it fails to provide in advance for adequate central sites for its municipal buildings and cultural institutions, it will find itself confronted with a continuing increase of expense to place these buildings in a suitable location.

The proposed Ulatis Park site is suitable for a municipal building of a size to provide needed city services. Centralization of employees required for city services as well as those needed for maintenance and operation of the park facilities will provide savings to the city.

The area available for Ulatis Park is not sufficient for a neighborhood park which would include tennis courts, football fields, baseball diamonds and other recognized recreation facilities usually placed in large parks. The area is sufficient, however, for the quieter types of recreation such as picnic tables, small children's equipment, benches and tables. This type of facility requires less attention upon the part of specialized employees than for the more active sports. Consequently, the attention required for this type of development may be combined with other types of city services, at least until such time as increases in population justify a full-time recreation division.

Other locations, such as at the intersection of Parker and Merchant Street, Parker and Main opposite the Post Office and at Main and Davis Streets, are not as well situated for future economic use as the Bernard

and Kendal Street site.

Civic Embellishment

If a group of
people were asked
to name a half

dozen things that contribute most toward pleasant living in Vacaville it is probable that only a few would mention the city's street trees. Most would probably mention items such as overhead poles and wires, gaudy advertising signs and appearances of store buildings as being things which DO NOT contribute to the city's appearance.

Street trees are taken for granted by most citizens, yet they exert a great influence over the appearance and general character of the city. One need only compare any two streets in the city - one shaded by fine old trees, and the other scorching in the sun - to realize what a difference shade tree planting makes.

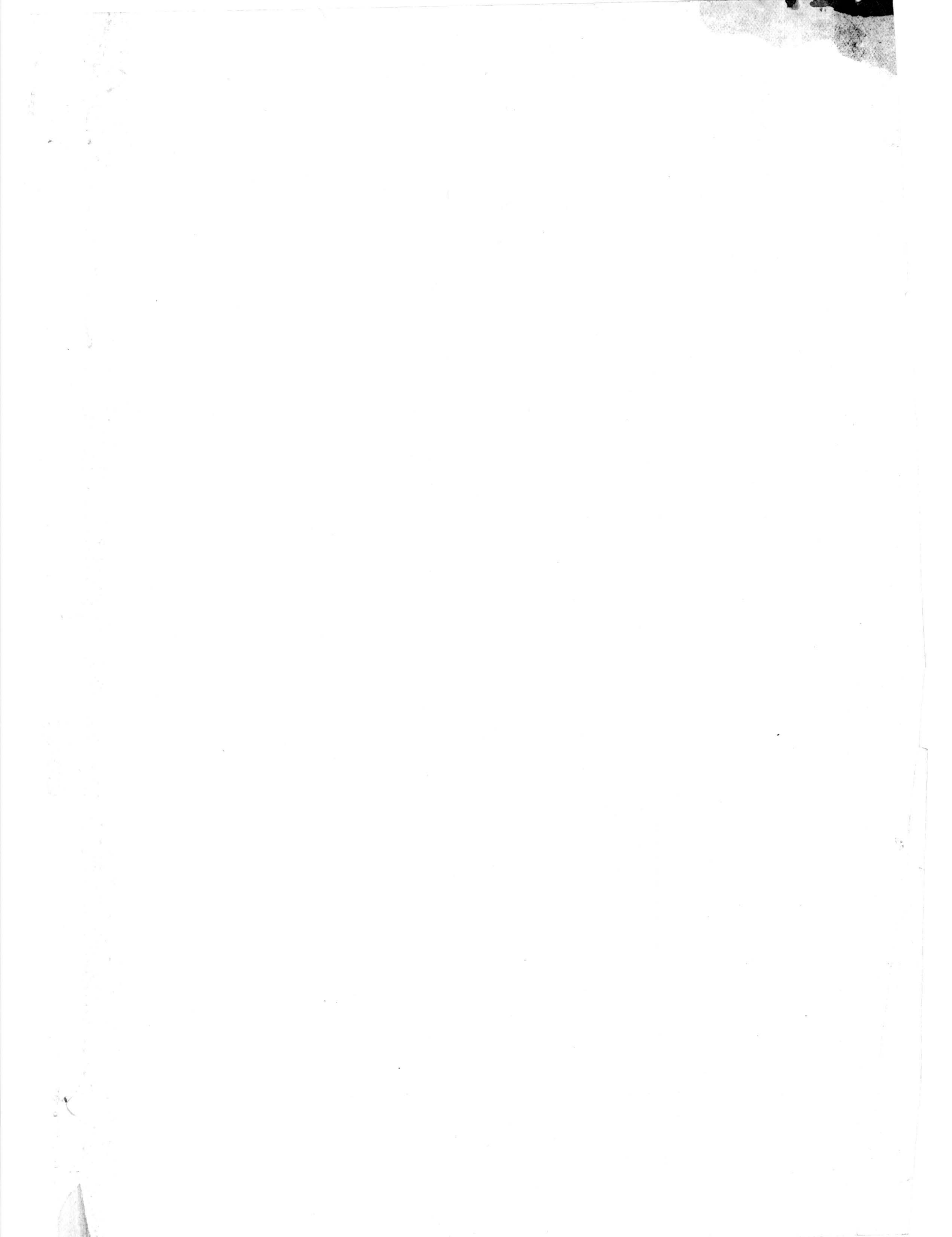
The original lay-out of lots and blocks in Vacaville did not lend itself to locating poles and wires throughout the city at the rear of lots. However, as community pride and population increases, utility companies should be urged to place these facilities in the alleys, if not underground.

Advancement in street lighting now makes available varieties of types of electroliers which may be used in areas with shade trees, or in built-up business districts carrying large volumes of vehicular or pedestrian traffic.

The effect of overhanging advertising signs is decreased in proportion to the number in evidence. As each business house adds another sign the effectiveness of existing signs is decreased. Consequently each new sign must be larger or brighter than its predecessors in order

to command attention. The final result ends in utter confusion and along with the rehabilitation of Main Street, the City should adopt an ordinance controlling the design and location of advertising signs.

In order that the city may develop with charm and pleasantness committees should be sponsored by the city, by civic, garden and luncheon clubs, and other organizations interested in the betterment of the community.



~~To the Board of Supervisors:~~

I would like to place in the records of the hearings on the General Master Plan for the Vacaville area a few words from the point of view of a member of the Planning Commission. I have been a member of the Commission and Secretary since it was first appointed.

From the first meeting to the present time the Planning Commission has not urged the sale or sold one foot of agricultural land nor have people who were city dwellers sold. In all cases it was the farmer or agriculturist who sold the land for subdivision, evidently feeling it was more profitable in cash than in fruit.

The subdividers have been anxious to buy and annex and subdivide. People who have needed homes have wanted them built.

The Planning Commission has been urged and prodded to recommend, as is their duty, that permits be granted by the City Council provided the plans conformed with zoning laws, building restrictions and general correct practices.

The necessity for a general plan became apparent to the City Council, the Board of Supervisors and the Planning Commissions of the City and County, when one agriculturist after another sold their land for subdivision purposes and urged annexation.

Therefore to make it an orderly development and not a hit and miss deal, as it could have become with only laymen in control, it became necessary to employ a real planner who was in possession of facts and methods best suited for orderly development as the owners of property exercised their democratic right to sell when it seemed advantageous to them. An effort has been made to set up regulations to prevent the neighbors and district from undue hardship from the exercise of other peoples privileges.

We cannot build a fence around us, to prevent people coming here who have business reasons or even just desire to be here. Many of us came because the district appealed to us and have stayed for the same reason. We were glad to be welcomed. The newcomers to the community have added much to its welfare. If no new people had come there would be very few of us

left, if we consider the 1608 people here in 1940.

It is necessary to plan now so that our successors will live as happily as we have.

Because of the typical rural atmosphere that has made Vacaville attractive, Mr. Livingston and the Planning Commission have tried to present a plan where the Central District would house those who liked more citified living and outer communities where those who love rural living can go.

No agricultural land will be used for subdivisions unless an agriculturist sells it to a subdivider. No Planning Commission can regulate the sales or force them. All it can do is to try to plan on the best spots considering, water, sewage, transportation, and building costs for future subdivision development.

It merely attempts to look ahead 20-30 years and have general plans ready to carry out, trying to save the confusion that the Board felt when the 50 empty lots that were in town in 1946 were filled and then where were people to go? A general plan is needed.

To Whom It May Concern:

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